

B. H. BRISTOW,

SUBJECT TO THE DECISION OF THE

We print elsewhere a part of the speech delivered by Hon. Lawrence Archer in the California Assembly a few days ago, upon the substitution for Assembly Bill No. 182, "An Act prescribing the maximum rate which may be charged for the transportation of passengers and freight on the railroads of California." The reader of the portion of the speech we have copied will bear in mind that the speaker stated, in his introductory remarks, that his statistics had been gleaned from authentic sources, and that he has endeavored to avoid all misstatements or miscalculation. He claimed it has been shown that the Legislature possessed the power, and the people expected action on the matter, that no such difficulties and mysteries encompassed the subject as has been claimed, and denounced it as arrogant for one class to say they alone monopolize the wisdom necessary to the enactment of a fair and proper scale of charges. In concluding his argument Mr. Archer reviewed the power vested, claiming it to be unlimited except by the will of the corporation: that such a state of affairs was an anomaly in our system; that it gives the corporation power to raise money by advances of tariffs of charges; that such a power was destructive of freedom, and of the principles of independence descending from "Magna Charta" and the "Declaration," and appealed for a reform of the cause of such results. He had striven to do his duty in the matter, believing a great wrong existed and that the Legislature has the power and should apply the remedy. He claimed there was no party question involved, and Republicans and Independents should stand up to assist in the reform.

His position is similar to that maintained and advanced by this paper. As we see by the proceedings of the Assembly on Saturday last the bill was ordered to engrossment by the decisive vote of 65 to 9. The bill will come up for final action to-day. There is no doubt of its passage by nearly as large a majority as that given for its engrossment. The Senate is also, it is said, in favor of its passage, and if so glorious a victory for the people will have been achieved California declaring in favor of the power to regulate fares and freights, it will be in order for Nevada to follow the example. The maximum passenger rate in this State is twenty cents per mile. In relation to freights it is still more favorable. These rates are greatly in excess of what it should be and a reduction of sixty per cent would still leave a reasonable compensation. The people must be vigilant during the coming campaign. They must see to it that legislators are elected who believe that the State has the power to regulate fare and freights on that portion of the Central Pacific Railroad in Nevada, and so believing will enforce that power. The Central Pacific Railroad has run things too long already in this State.

Russia, says an exchange, is a great manufacturer of beet root sugar, which constitutes two-thirds of her supply. Foreign sugars are mostly refined in her sugar-houses. The total sugar manufacture is valued at 21,000,000 roubles. Brandy is very largely produced, chiefly from grain and potatoes mixed, and the revenue from it forms one third of the Russian budget. Within ten years beer has been introduced; the Government fosters the breweries as a means of breaking up the terrible brandy-drinking habits of the people. In 1871, 27,000,000 gallons of beer were produced. Statistics show that between 1864 and 1870, the annual production of beer in Russia had increased more than 4,000,000 of gallons, while the consumption of spirits had diminished by upwards of 5,000,000. Still, the quantity of spirits consumed in 1870 amounted to nearly twice and a half that of the beer drunk during the year. Hops are high and barley poor, so that high prices of beer interfered with the change.

THE CENTRAL PACIFIC RAILROAD CO. State in their annual report for 1874 (see pages 754 and 755, Poor's Railroad Manual for 1875) that the total cost of their main line and branches, 1,222 miles of road, is \$139,746,311. This would equal \$114,350 average cost per mile, and that of this amount the sum of \$51,275,500 is for stock issued and paid in full. The balance of the cost is represented in bonds and amount due the United States. The report also shows that \$6,080,000, or \$41,000 per mile of bonds have been issued on the San Joaquin Valley branch, and \$7,497,000, or \$50,000 per mile have been issued on the Oregon branch of their road. The San Joaquin and Oregon branches, which are mortgaged for \$40,000 to \$50,000 per mile for construction purposes, are built in the San Joaquin and Sacramento valleys, where the grades are very light and no rock work to be done. No rolling stock has been placed on these roads except that belonging to the Central Pacific main line. These roads can be constructed for less than \$20,000 per mile without rolling stock and still give the builders a fair profit on actual cost. It has been claimed that they should make their charges for freights and passengers so as to pay a fair interest, not on their actual cost of \$20,000 per mile, but on a fictitious cost of \$114,000. Should this claim be entertained for a moment? I think not. In the effort to make as large rate of interest on their alleged investment of \$114,000 per mile on these branch roads, they have established a tariff for transportation higher than is charged in any other portion of this State, the effect of which is to impoverish the people of these valleys, and must practically prohibit the settlement and improvement of the finest portions of our State by an industrious, producing population.

The aid furnished to the Central Pacific Railroad at various times by the State and by the several counties and cities along its line was given for the purpose of securing to the people a cheaper and more expeditious means of communication between the different portions of the State, and to bring the products of the soil to the business centers at rates that would not only justify the farmer to improve the country, but would yield the carrier a fair return on his actual investment and still enable the roads to be operated at a large per cent. of profit on their actual cost of construction.

As there are but four real stockholders in this company, it is interesting to contemplate the magnificent results of this enterprise. No one supposes that any considerable sum of individual money was ever invested in this road, and yet the reports show fifty-four millions in coin of paid up stock, and other stupendous undertakings have been carried on by the corporation in question, such as building the Ohio and Chesapeake Railroad; also, the Southern Pacific, the Oregon and San Joaquin branches of the Central Pacific, obtaining by purchase the control of the California Steam Navigation Company, Wells, Fargo & Co's Express, all the Oregon railroads, the ferries from San Francisco to Oakland and Alameda, certain street railroads, and last but not least the steamship line to China and Japan. It is said by the officers and employees of this gigantic monopoly that they cannot transport passengers or freight at less rates than are now charged, and that a reduction would cut off the little interest now made on the investment, and entail upon them bankruptcy. What is the cost per mile of the road constructed by the Central Pacific? We claim that it did not exceed 33 per cent. of the reported cost. The precise cost of the roads is not known by the public.

EXAMINED AS TO EARNINGS.

The earnings of the Central Pacific Railroad for the year 1875, as is shown in my report, are upwards of \$17,000,000. The operating expenses, as given by themselves, are 41 per cent. Deducting the operating expenses and the interest on their mortgage bonds, and there remains over \$7,000,000 of net profit for the year, or say, seven per cent. (gold) interest on a capital of \$100,000,000.

The receipts of the Central Pacific Railroad Company for 1874 were equalled by but four roads in the United States, viz., the New York Central, New York and Erie, Pennsylvania Central and Lake Shore Michigan; while the gross earnings of several other great roads like the Chicago, Burlington and Quincy, Chicago, Milwaukee and St. Paul, the Chicago and North Western, with more miles each of track, were several millions of dollars less than the gross earnings of the Central Pacific for the year 1875. If the earnings per mile of the Central Pacific are greater than most of the great railroads of the East, and their operating expenses but 41 per cent. of their earnings, while the operating expenses of Eastern roads average 60 to 70 per cent of their receipts, it proves beyond all question that the rates for passengers and freight on the Central Pacific are immensely greater than on the great railroads

of the East, which send over their roads thirty to sixty passenger and freight trains daily—when but four to eight trains per day pass over the Central Pacific. Governor Stanford, in his statement to the Senate Committee on Corporations in 1874, says that the tonnage of Eastern roads per mile are from three to thirteen times greater than the tonnage of the Central Pacific. If the Eastern rates were as high as those of the Central Pacific, their gross receipts per mile, in place of being less, should be from three to thirteen times greater per mile. All railroad statistics prove that the average rate charged for passengers and freight, by the Central Pacific are more than two hundred per cent. higher than the average rates charged on roads of the same class in the Eastern States, and that the expense of maintaining and operating per mile on the Central Pacific is much less than on Eastern roads. In his statement to the Senate Committee on Corporations in 1874, Governor Stanford places great stress on the high prices paid by the Central Pacific for fuel. The price of wood on the Central Pacific will average less than in the East. Coal costs the Central Pacific \$4 per ton delivered on their line at Ogden; the cost of coal to Eastern roads is from \$1.50 to \$4 per ton. Owing to the low rate of speed attained on the trains of the Central Pacific a cord of wood or a ton of coal will make at least 33 per cent. more mileage than is made on roads like the Central Pennsylvania, where passenger trains are run thirty to forty miles per hour over heavy grades. Owing to the frequent rains and floods in the East, and the severe winters, the cost of keeping the track in repair per mile is much greater than in California, where, with the exceptions of a few miles in the Sierra Nevada mountains, no extra track-men are required during the winter to keep up the track; the price paid for labor by the railroads in California, which employ Chinamen for track-men, is not in excess of prices paid by Eastern roads. The average cost of operating Eastern roads is from 60 to 70 per cent. of their receipts; while in California the per cent. is 41 01; the operating expenses include new rails, new cars and locomotives. I now submit for consideration

A COMPARATIVE STATEMENT

Of the net earnings of the Illinois railroads with the net earnings of the Central Pacific, and also with all the railroads in the United States east of Nevada:

Total length of railroads in Illinois, miles.....	8,073
Total net earnings for 1874.....	\$21,151,501 00
Net earnings per mile of road.....	2,609 10
Total miles of railroad in the U. S. January 1, 1875.....	70,275
The net earnings of which were.....	\$3,541 00
\$179,718,102, or per mile.....	5,191 00
Total length of C. P. and branches, miles.....	1,222
Total net earnings for 1874.....	\$8,467,180 00
Net earnings per mile of road.....	6,929 00

These statistics prove that the net earnings or profits per mile of the Central Pacific are nearly three hundred per cent. greater than the average net earnings of either the Illinois roads or of the railroads of the United States.

The average profit per mile on the Central Pacific is for its entire length or line. If the profits per mile of the California portion of their road could be obtained, it would show a much larger proportion of net earnings, as there is a very little local business on that portion of their road east of California.

JONES' "SPHYNX."

Senator Jones says that without exception all the newspaper articles purporting to describe what his bill or speech on the silver coinage question will contain are unauthorized, incorrect or imperfect. He withholds a description of his plan until his explanatory argument is ready to accompany it. Senator Jones has not yet fully matured his contemplated proposition in regard to the legal tender use of silver; but one of its main features will probably be a provision for making United States Treasury certificates based on individual deposits of silver with the Government a legal tender for large amounts. The Senator does not agree with those who think it necessary to submit to a depreciation of this great product by England and Germany, but is of the opinion that in this Centennial year of the Republic we are fully able to establish a monetary system of our own. The details and even some of the chief points of his plan being still undetermined, description and comment are as yet premature.

They turn out 100,000 yards of goods per day at the Arnold Print Works, North Adams, Mass. The same firm has five cotton mills running, giving employment to 300 hands, and making about 50,000 yards of cloth per day.

The immediate prospect for business with the boot and shoe manufacturers in Lynn, Mass., is not very flattering at present. As a whole, they are doing but little.

Serious Charges Against the Management of the Odd Fellows' Savings Bank.

SAN FRANCISCO, Feb. 26.

David Meeker, one of the twenty-three corporate members of the Odd Fellows' Savings Bank of this city, has come out in a pamphlet addressed to the 8,000 depositors in the bank, in which he makes serious charges of mismanagement of the affairs of the institution under the presidency of Abram Block. Mr. Meeker has been Vice President of the bank since its organization. His charges, in brief, are that the President has made loans without the knowledge of the Finance Committee by virtue of authorization to that effect from the committee, which the Committee of Investigation appointed shortly after the failure of the Bank of California declared to be in excess of the powers of the Finance Committee. He also charges the President with loaning about \$2,500,000 on the stock of private corporations, nearly half of which was in Spring Valley stock and a large amount in the stock of the Bank of California. Some of these loans have resulted in a loss to the bank of \$177,500. Meeker also claims that the January dividend of the bank was patched up and represented a fictitious state of affairs. The pamphlet is quite lengthy, dealing largely in details, figures and argument. Some grains of allowance may be admitted, owing to Meeker's reputation of being somewhat captious and criticizing in a general way.

The above article has elicited the following answer from Mr. Block:

EDS. ALTA.—SIRS:—David Meeker having seen fit to furnish the *Evening Post* of this city with an article having particular reference to the undersigned individually, and as President of Odd Fellows' Savings Bank, I beg leave to state that I purpose to give him an opportunity of proving his assertions before the proper tribunal, as it is my intention to immediately institute criminal proceedings against him for libel. As to my course and acts as President of the bank, my almost unanimous reelection, in the face of the unfair, ungenerous and vindictive opposition waged by Mr. Meeker, is my best vindication. Concerning the statements as to the condition of the bank, I will only remark that they are discolored and evidently intended to mislead; but as to those matters I shall leave the Board of Directors to take such action as they may deem advisable, if considered worthy of notice.

A. BLOCK.

SAN FRANCISCO, Feb. 26, 1876.

Shocking Accident.

STOCKTON, Feb. 26.

A painful if not fatal accident occurred in this city about 3:30 o'clock this morning. As near as we can learn the particulars are as follows: Miss Susie Hunt, a teacher in the Jefferson school in this city, had been attending a ball last night at Mozart Hall, and returning home shortly after 9 o'clock this morning she was laying aside her ball dress, with her mother's assistance, and while thus engaged her clothing took fire, it is supposed, from a match accidentally ignited on the floor by stepping on it. Almost instantly the inflammable material of which the dress was composed was in a blaze. Her mother, while endeavoring to subdue the flames, had her hands severely burned. The young lady was so badly burned that it is feared her injuries may prove fatal. Medical assistance was immediately summoned, and all done that could be to alleviate her sufferings. The occurrence was a sad close to an evening's pleasure and casts a shade of gloom over all who participated therein.

Gang of Robbers Arrested.

MARYSVILLE, Feb. 26.

The three men arrested in Colusa on Wednesday on suspicion of being the party that robbed Kerns in this place on Monday night were brought here yesterday by Deputy Marshal Gorman. They give their names as Thomas Jackson, Henry Bernard and Richard Warner. Jackson is eighteen years of age and the others thirty. They were all well dressed and rather prepossessing in appearance. To-day Jackson made a full confession, not only of the robbery of the Kerns, but of other depredations which they committed in traveling through the country. They had been operating in the vicinity of Downsville and Camptonville. This adds another to the already long list of the gangs of desperadoes caged in this vicinity and is a source of no little satisfaction to the people.

The Archer Railroad Fare and Freight Bill.

SACRAMENTO, Feb. 26.

It is now understood that the caucus of the Democratic Senators and Assemblymen last night was upon railroad legislation. The Democrats support the Archer Fare and Freight bill and demand its passage as a party measure. It is stated that the count has been made of Senators

and twenty two are put down as favorable to it and nineteen as against it but some of the former are thought to be a little weak-kneed.

Unknown Man Killed.

WINNEMUCCA, Feb. 26.

This evening at the 10 o'clock train bound east arrived, an unknown man about 23 or 30 years of age was run over and horribly mangled. His lower limbs being broken and mashed, almost to pieces. He also sustained several severe wounds in the head. He was discovered soon after the train had stopped, and was pulled from under the cars alive, but died in a few minutes. It is supposed that he was stealing his way over the road, as he was not recognized by any one on board the train. The Coroner will hold an inquest to-morrow.

Political Conventions.

Calls have already been issued for political conventions in 1876 as follows:

February 29.—Connecticut Republican Convention, Hartford.
March 22.—Pennsylvania Democratic Convention, Lancaster.
March 29.—Pennsylvania Republican Convention, Harrisburg.
March 29.—Vermont Republican Convention, Burlington.
March 29.—Ohio Republican Convention, Columbus.
April 5.—National Convention of Colored Men, Nashville, Tennessee.
April 11.—South Carolina Republican Convention, Columbia.
April 12.—Virginia Republican Convention, Lynchburg.
April 26.—Georgia Democratic Convention, by Congressional districts, to elect delegates to the National Convention.
May 10.—Michigan Republican Convention, Grand Rapids.
May 16.—Alabama Republican Convention, Montgomery.
May 17.—National Greenback Convention, Indianapolis, Indiana.
May 17.—National Prohibition Convention, Cleveland, Ohio.
May 17.—Tennessee Republican Convention, Knoxville.
May 18.—Kentucky Republican Convention, Louisville.
May 24.—Kansas Democratic Convention, Topeka.
May 24.—Alabama Republican Convention, Montgomery. (Minority call.)
June 14.—Republican National Convention, Cincinnati.
June 21.—Florida Democratic Convention, Quincy.
June 27.—Democratic National Convention, St. Louis.

CENTENNIAL.—On the 4th of July, 1776, George Washington was 44 years old; Martha Washington, 43; Sam. Adams, 54; John Adams, 41; Abigail Adams, 32; John Quincy Adams, 9; Thomas Jefferson, 33; Patrick Henry, 40; James Madison, 25; Thomas Paine, 39; James Otis, 51; Fisher Ames, 18; William Pitt, 68; Josiah Quincy, Jr., 32; Nathaniel Greene, 34; Edmund Burke, 46; Jonathan Turnbull, 36; Roger Sherman, 55; Aaron Burr, 20; Benedict Arnold, 36; Geo. Clinton, 37; Alexander Hamilton, 19; Robert R. Livingston, 29; Philip Livingston, 60; Philip Schuyler, 43; Benjamin Franklin, 70; Benjamin Rush, 31; Robert Morris, 42; Charles Carroll, 39; Caesar Rodney, 46; Edward Rutledge, 27; William Montrie, 45; Horatio Gates, 48; John Rutledge, 37; Thomas Sumter, 42; Charles C. Pinckney, 30; Charles Pinckney, 18; James Monroe, 18; Tim. Pickens, 31; Anthony Wayne, 31; Israel Putnam, 58; Rufus King, 21; John Hancock, 39; Elbridge Gerry, 32; Richard Stockton, 46; George Wythe, 50; Marquis La Fayette, 19; Francis Marion, 44; Henry Knox, 26; Richard Henry Lee, 44; John Jay, 31.

The snow is said to be very deep in Utah this winter, and thousands of cattle are already dead of starvation.

TOMB.

CAUGHLIN.—In Reno, Feb. 26th, 1876, infant daughter of W. H. Coughlin.
[Funeral from the family residence to-day at 2 o'clock.]

NEW TO-DAY.

ANNUAL MEETING.

THE ANNUAL MEETING OF THE STOCK-holders of the Nevada State Gold and Silver Mining Company will be held on Friday, March 31, 1876, at 2 o'clock P. M. for the election of Trustees, and the transaction of such other business as may properly come before the meeting, at the office of the Secretary, Reno, Nev. By order of the Board of Trustees,
K. F. REED, Sec'y.
Reno, February 29, 1876.

HOUSES FOR SALE.

TWO LARGE, HAND-FINISHED HOUSES For Sale. Enquire of C. W. JONES, 1120-11 Real Estate Agent, Virginia St.

J. C. HAGERMAN.

Wholesale and Retail Dealer in

GROCERIES.

HARDWARE, QUEENSWARE, TINWARE, ETC.

NEW LOCATION, THE MASONIC BUILDING.

Corner Commercial Row and Sierra Street.

HAVE CONSTANTLY ON HAND A large and well-selected stock.

SUGAR, COFFEE, RICE, SYRUP, CANNED

FRUITS AND VEGETABLES, DRIED AND

CANNED FRUITS, SUGAR-CURED

HAMS, BACON AND LARD, FLOUR,

CORN MEAL, CRACKERS, LI-

QUORS, WINES, FARM-

ERS, MECHANICS, &

LABORERS' TOOLS.

POWDER AND SHOT,

BLASTING POWDER AND

FUSE, WADDING AND CAPS,

WOODEN AND WILLOW WARE OF

EVERY KIND. ALL GOODS WARRANT-

ED AND SATISFACTION GUARANTEED

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Secretaries, Etc., Etc.

GIFT BOOKS.

Books of Poetry, handsomely bound;

Juvenile Books, in fine binding;

Juvenile books, in Library sets;

Bibles and Testaments,

Picture Books,

Toy Books,

Papeteries, Etc., Etc.

Fancy Goods and Toilet Articles

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RENO, NEVADA.

JAN 29/76

